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ABSTRACT

This teacher's guide to school safety patrols in Pennsylvania is divided into six chapters. Chapter 1, on administration, discusses the philosophy, objectives, personnel, and financial arrangements of a school safety patrol. Chapter 2, on organization, examines the following topics: school patrol function and duties, instruction of the patrol, selection of patrol members and officers, care of equipment, and selection of the teacher-sponsor. Chapter 3 outlines suggested status-producing and reward activities. Chapter 4, "Rural Patrols," is devoted to describing the pedestrian safety patrol and the school bus safety patrol. Chapter 5 outlines recurring patrol problems. Chapter 6 discusses community cooperation and the safety patrol. Appendixes include a checklist for evaluation of school patrols, sources of reference materials, and three tables with data on the Pennsylvania Army of Student Patrols. (JA)

ED 099369

A TEACHER'S GUIDE TO

SCHOOL SAFETY PATROL

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COMMONWEALTH OF PENNSYLVANIA

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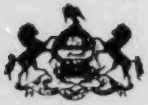

MESSAGE FROM THE SUPERINTENDENT OF PUBLIC INSTRUCTION

The school safety patrol is an important part of the total school safety program, and has proved its worth over many years in the conservation of our most valuable asset, our children. Almost equally important is the day-by-day learning experience that it fosters, which results in the development and use of good habits for safe living.

The usefulness of school safety patrols is practically unlimited if those in charge of the administration and supervision of their functions look upon patrols as another means of extending educational opportunities for all pupils.

The school safety patrol can readily engage the cooperative interest, imagination and activity of the school, the home and the various community agencies. Experience has shown that any school program is more likely to be effective when the school plans and coordinates its efforts with interested community groups.

This guide is designed, therefore, to assist schools in improving their safety education programs through the use of safety patrols—one of the most widely recognized means of teaching and encouraging safety.

David H. Kurtzman

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INTRODUCTION

The educational necessity of School Safety Patrols to protect children on streets and highways was recognized in the Commonwealth of Pennsylvania as early as 1914. Added impetus was given to this type of safety education in 1931 by enactment of legislation which is restated as a part of Section 510 of the Pennsylvania School Laws, 1949, and is as follows:

> In the exercise of this authority the board of school directors is empowered to organize school safety patrols and, with the permission of the parents, to appoint pupils as members thereof, for the purpose of influencing and encouraging the other pupils to refrain from crossing public highways at points other than at regular crossings, and for the purpose of directing pupils not to cross highways at times when the presence of traffic would render such crossing unsafe. Nothing herein contained shall be construed to authorize or permit the use of any safety patrol member for the purpose of directing vehicular traffic, nor shall any safety patrol member be stationed in that portion of the highway intended for the use of vehicular traffic. No liability shall attach either to the school district or any individual director, superintendent, teacher, or other school employe by virtue of the organization, maintenance, or operation of school safety patrols organized, maintained, and operated under authority of this section.

For more than fifty years, the school safety patrol program has grown steadily and continuously so that in 1963 it is estimated that a total of 104,000 students are serving as safety patrol members annually throughout the public elementary schools of the Commonwealth. The pedestrian death rate of children in the 5 to 14 age group has decreased considerably in the period of years the school safety patrol has been in operation. Considering the number of automobiles and trucks in use today as compared with a number in earlier years and the expansion in urban areas since World War II, these statistics gain in significance when the work of school safety patrols is evaluated. Certainly a large share of the credit for this phenomenal record must be given to the safety patrols and their sponsors.

The traffic problem grows increasingly perplexing and serious with the years. School buildings that were built in quiet, light traffic sections thirty or forty years ago are now situated in densely settled

residential areas on or near teeming arterial highways on routes that previously accommodated only a few cars and delivery trucks. School buildings cannot be moved or vacated because of added highway hazards. It is costly and frequently impossible to widen streets or to divert vehicular flow.

One-way streets, speed restrictions, police patrols, automatic traffic signals, and other supplementary controls have been invoked to lessen the hazards of street and highway crossings for school children. Yet the best program of action for pupil safety is one of unremitting education aided by the services of the school safety patrols as they instruct, guide, and protect their classmates in the daily trek to and from school.

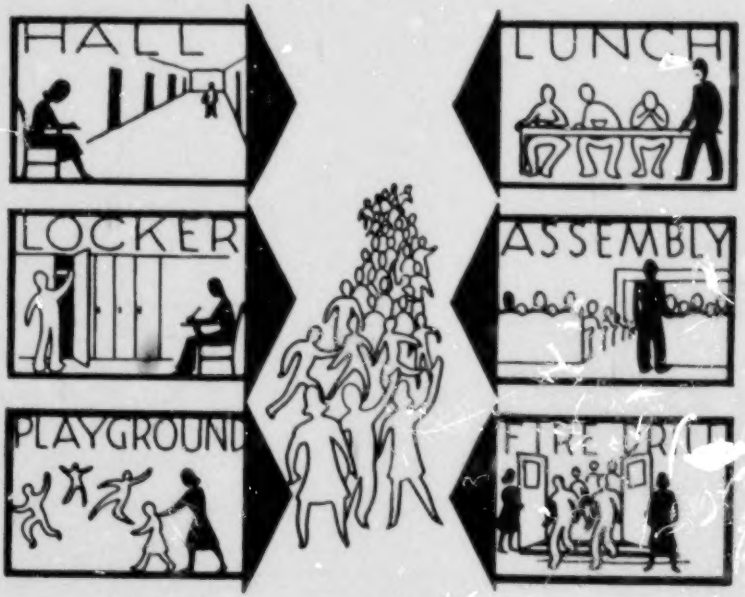
CHAPTER I

Administration

PHILOSOPHY

The Safety Patrol has dramatized most effectively the "safety idea" in the public mind. Perhaps no other form of participation in significant safety activities is so important to principals, teachers, parents, and students as is the safety patrol. Few activities of the school offer as much training in life activities, helpfulness, leadership, and cooperation. The smooth and efficient operation of the safety patrol is a definite asset to any school administration.

As the *Research Bulletin* of the National Education Association, April 1968, so clearly indicates, there may be many types of school patrols according to the needs of the situation. *School patrols in addition to those organized for safety or street traffic may include*



VARIED TYPES OF SCHOOL PATROL ACTIVITY

corridor, locker-room, playground, lunchroom, bicycle, fire, and numerous other patrols. Increased student participation at all grade levels through use of a wide variety of patrols is to be encouraged. However, the safety patrol by tradition, need, and value has taken a preeminent position in the development of the patrol concept.

Safety patrol activities should be integrated with the school's program in general safety. Certainly the use of pupil patrols should not take the place of the fullest measure of educational effort toward developing inner discipline and self-control among school pupils. It would be an abuse of the whole concept of pupil patrols if pupils were to be given or were to assume dictatorial ideas of their responsibilities. To other pupils in the school the safety patrol member is primarily a symbol of the need for safe practices on the streets and highways. In addition, each pupil serving on the safety patrol stands for recognition of ability and the desire to serve. The whole effort should be in the direction or the development of proper attitudes and practices in regard to safety with a view toward ultimate self-controlled behavior. Patrol activities and experiences serve a highly valuable function in this direction.

Pupil patrols are important school-wide instructional and administrative devices. Often they have been organized with chief emphasis upon their administrative value—that is, as devices to protect and safeguard groups of pupils. Perhaps in these uses there has been some neglect of the instructional value by which with systematic guidance pupils can develop proper attitudes and safe practices. The relative emphasis placed upon the administrative and instructional value of the safety patrol should be appraised carefully. Administrators should strive to maintain a proper balance.

OBJECTIVES

School administrators should make clear to the school people and to the public the objectives of the safety patrol. Ways should be sought constantly to stimulate interest and develop a fine spirit of cooperation through a large variety of approaches and activities. Coordination of the work of the patrol with the police and other community agencies must be carefully arranged. Everything possible should be done to give the patrol status and enable it to operate smoothly and efficiently. From time to time an honest appraisal of

the safety patrol and its activities will reveal the steps needed for improvement.

It is necessary for all those concerned with the School Safety Patrol as an integral part of the total school safety program to have in mind the following objectives:

1. To safeguard school children as they cross streets, walk along rural highways, travel on school buses, move through school corridors, and play on school grounds.

2. To develop in school children a constant awareness of traffic hazards.

3. To instill in school children proper attitudes toward safety so that they will acquire habits of practicing self-controlled behavior as they use the streets and highways in traveling to and from school and at all other times.

4. To lead the pupils to acquire a sense of responsibility for participating wholeheartedly in the broad program of safety in school and community.

5. To provide through the activities of the school safety program opportunities for the development of character, leadership, and cooperative citizenship.

PERSONNEL

Approval, support, and encouragement of all school authorities are essential to the satisfactory operation of the school safety patrol. A general school activity, such as school patrols, should be organized only after administrators, classroom teachers, pupils, and parents have discussed and decided upon the purposes and outcomes to be expected. There should be ample opportunity for cooperative group thinking. *The patrol itself should symbolize to all the importance of cooperation and safety.*

The school superintendent must take the leadership in determining the over-all safety patrol policy. This has been pointed out authoritatively in *Safety Education.** It is clearly the responsibility of the superintendent to initiate and to make possible the development of a fine safety patrol. The safety patrol bears the same relationship to the school administration as does any other school activity. The degree of its success depends to a very great extent upon the superintendent's understanding, approval, and promotion.

In large school systems, the director or supervisor in charge of all safety education usually supervises the activities of the schools in safety patrol operations. In systems without safety directors or supervisors and in individual schools, the supervision naturally devolves upon the school principal or his selected representative. In any case, the effectiveness and the value of the patrol depend, in a large measure, upon the patrol sponsor.

The principal and the patrol sponsor of each school must provide assistance in developing the proper relationship between members of the patrol and the student body; in selecting, training and supervising patrol members; in securing equipment and materials; and in carrying out administrative details. Wherever possible, the teacher-sponsor should be allowed time for this activity and not have it added to a full teaching schedule.

Responsibility needs to be centered at all levels. A suggested organization from the top level of the superintendent to that of the patrol member follows:

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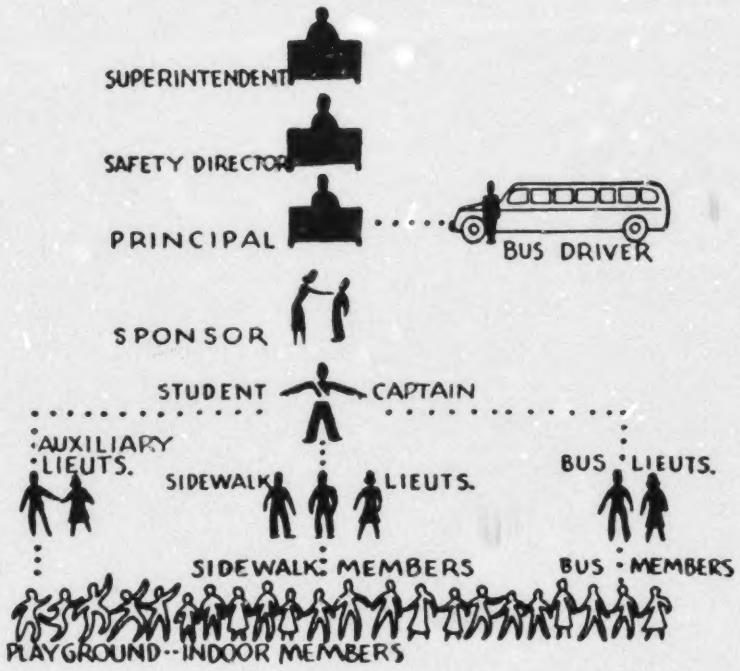
* Curriculum Handbook for School Administrators, Chapter 7, published by the American Association of School Administrators, 1967.

ORGANIZATION CHART



FINANCING EQUIPMENT AND SUPPLIES

Suitable equipment and supplies are essential to the efficient operation of the safety patrols. Essential items of equipment and supplies include:

- Insignia
- Belts
- Badges
- Raincoats, hats, and galoshes
- Parental Approval Forms
- Captain's Record Book
- Rules and Instruction Booklets
- Guide sheets, etc.

Full credit and appreciation are due the automobile clubs, civic groups, and numerous individuals for assistance given in the development of safety patrols. The contribution has been most generous and helpful.

In the past schools have depended a great deal upon outside or nonschool groups for equipment and supplies. This type of outside assistance, helpful as it has been in the past, is probably not necessary or desirable today. *Since the safety patrol is a necessary safety and educational activity, its management and financing are a legitimate responsibility of the school system.*

Nonschool groups may be invited to give technical assistance when needed. The school cannot surrender its legal educational obligations and duties, but it can enrich its school patrol program by drawing upon the know-how available in nonschool groups.

CHAPTER II

School Patrol Organization

FUNCTION OF THE SCHOOL PATROL

The functions of the school patrol are:

1. To instruct, direct, and control members of the student body in properly crossing the streets and highways at or near the schools. This precludes any control of vehicular traffic and limits the patrol to the direction of children only. Any attempt at the control of traffic by safety patrols is not recommended. In fact, it is prohibited by law. The control of vehicular traffic is distinctly a function for the police inasmuch as it requires adult judgment and should not be delegated to children of school age.
2. To promote leadership and citizenship through the use of democratic processes and practices.

SUPERVISION AND INSTRUCTION

The responsibility for preparing young citizens to live efficiently, responsibly, safely, and with enjoyment is the prime objective of our schools. School officials are responsible for all school activities, including the school patrols. Safety patrols make it possible to extend instruction in problems of traffic beyond the confines of the classroom. The best results in the instruction and supervision of the pupil personnel of the school patrol are generally obtained by continuous supervision by a faculty sponsor with the cooperation of the police department through the assignment of police officers detailed expressly for that purpose.

The school patrols are not police but are a unit of the school organization. The principal or the head of the school is responsible for the organization, supervision, and efficiency of the patrol. The police assume the role of a cooperating agency.

To meet the need of rural sections where local police are not available for assignment to assist with school patrols, a plan has been devised whereby a member of the Pennsylvania State Police is made available to schools for work with the superintendents, principals, and teachers for the purpose of assisting in organizing school safety patrols.

Through the usual school channels, requests for the assistance of the Pennsylvania State Police should be addressed to the Troop Commander in the area involved.

Members of the State Police are also available for principals' meetings and parent-teacher meetings. Through this medium the essentials necessary for the organization of school patrols can be placed before a county group.

SELECTING THE TEACHER-SPONSOR

The success of any enterprise which involves human relationships is dependent largely upon wise direction. *The guidance of the School Patrol Program requires competent leadership.* Therefore, the first step of the superintendent or principal seeking to organize a school patrol will be to search his staff for an individual with desirable personality traits and the ability to organize children and inspire leadership in his or her pupils.

Desirable criteria for the selection of a teacher to serve as a school patrol sponsor include:

- Interest in safety
- Ability to organize
- Ability to lead
- Ability to discipline
- Attitude toward work
- Efficiency on the job
- Ability to recognize individual differences
- Ability to hold respect of pupils
- Dependability

Experience has shown that results have been best where the teacher has volunteered for the job of supervising the patrol.

SELECTING PATROL MEMBERS AND OFFICERS

Patrol members, either boys or girls, ordinarily should be appointed by the principal, faculty sponsor, or teachers. Members of the patrol may also be elected by students. They should be selected from the upper grade level. Qualities of leadership and reliability should determine the selection. Their services should be voluntary and only with the written consent of the parent or guardian.

APPROVAL OF PARENT OF GUARDIAN

In accordance with the requirements of Section 510 of the Pennsylvania School Laws of 1949, I hereby give consent to have

LAST NAME FIRST MIDDLE

act as a member of the School Safety Patrol of the

School

if he is accepted for this service.

PARENT OR GUARDIAN'S SIGNATURE

DATE ADDRESS

Officers of the safety patrol, if their work is satisfactory, should serve for at least one school year. Members of the safety patrol may be changed at the discretion of the principal or faculty adviser. Officers or members of the patrol should be removed from the activity if they fail to perform their duties properly. Such duties should be clearly outlined and information regarding them should be part of the initial training program.

SIZE OF PATROL—The size of the school patrol varies with traffic conditions and the size of the school. The average patrol will have 10 or 12 members including officers. Only one captain is needed if the patrol unit numbers 5 or 6; a captain and a lieutenant are needed if there are 10 or 12 members. Larger patrols will require additional officers. Captains should not have designated posts but should be free to move about to all posts. A sufficient number of substitutes should be available.

SELECTING PATROL OFFICERS—Officers should be selected strictly on the basis of leadership and respect accorded them by the pupils. Frequently, schools find it satisfactory to have the patrol elect its own officers. In such elections it is best to admonish patrol members that it is of the utmost importance to select someone who will be absolutely fair and impartial.

It is suggested that at least two sets of officers and patrolmen be selected so that they may be rotated or changed periodically. New patrolmen should work under the direction and guidance of a member who has previously served, before assuming full control of a station or position.

INSTRUCTING A PATROL

INSTRUCTING THE PATROL

The teacher-sponsor should be responsible for the instruction of the patrol and this instruction should be developed as follows:

PREVENT ACCIDENTS BY

- Directing foot traffic only
- Encouraging children to cross streets and highways at crosswalks when traffic is clear
- Keeping children off the streets
- Setting a good example at all times

PROVIDE OPPORTUNITIES FOR DEVELOPMENT OF

- Character—by stressing loyalty, obedience to authority, restraint, and cooperation
- Citizenship—by fostering respect for law and individual responsibility for assistance to local officials
- Leadership—by encouraging pupil organization and administration under competent direction
- Democracy—by unfettered democratic election of officers and representation in student councils

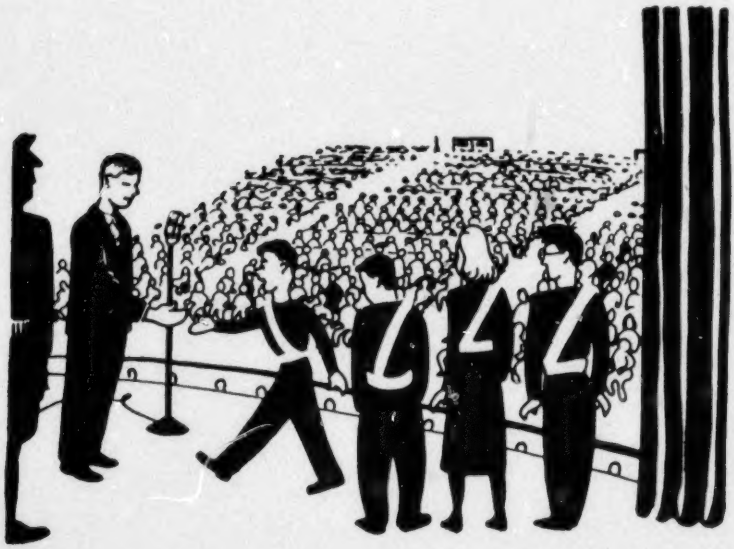
INSTALLATION OF MEMBERS AND OFFICERS

To introduce the school patrol to the student body, it is expedient to hold an installation ceremony in the school assembly. This provides a splendid opportunity for the pupils to learn the function of the school patrol, meet the members, and learn the rules under which the patrol and student body function.

Short talks by an administrator, patrolman, principal, or patrol member on such topics as the location of the patrols, the importance of their work, and the procedures they follow, would be appropriate.

The patrol members should be sworn in by the principal, or his representative, and belts and badges as marks of the responsibility and authority provided for them. These insignia may then be placed on the patrol members by the sponsoring teacher before the entire assembly.

Reciting the patrol pledge gives the entire ceremony an inspiring effect.



INSTALLATION OF MEMBERS AND OFFICERS OF THE SCHOOL PATROL

Figure 1—Correct Position of Patrol Member at Designated Station

Figure 2—Correct Position of Patrol Member when a Car Blocks Visibility

DUTIES AND PROCEDURES FOR PATROL MEMBERS, SPONSORS, AND OFFICERS

Each patrol member should station himself on the sidewalk near the curb, not in the street. Where conditions warrant, it is recommended that the patrolman remain two or three feet back from the curb. In rural communities, the patrolman should stand off the roadway. The patrol member should hold the children back by facing traffic and holding his arms outstretched until there is a sufficient lull in traffic to permit crossing safely. When such a lull occurs, the patrolman should look for possible turning traffic and if the corner is clear, he should step aside and motion for the children to cross in a group. (Figure 1.)

School authorities should confer with traffic officials in arranging for proper parking of cars near schools so that only in exceptional cases will the patrol member need to leave the curb. (Figure 2.)

Where the street is wide or the traffic heavy, there should be two patrolmen at the crossing. One operates as described in the paragraph above on the side of the street from which the children are coming; the other member of the patrol operates in similar manner on the opposite side of the street, giving attention to possible traffic approaching on that side and assisting the group of children to reach that curb in safety. (Figure 3, page 16.)

When no adequate gaps in vehicular traffic occur at reasonably frequent intervals of sufficient duration to allow pupils to cross the street or highway with safety, the traffic problem is not one for safety patrol. Local authorities should be advised of the situation in order that proper remedy may be employed.

The school patrol should keep in mind that bicycle riders are not subject to pedestrian rules, but are governed by regulations covering automobile and vehicular traffic.

RELATION TO TRAFFIC SIGNALS AND POLICE OFFICERS. At intersections when the traffic is controlled by a police officer or traffic signal, or both, the safety patrol member will assist by directing children across the intersection in conformance with traffic signals or directions of the police officer.

DISTANCE FROM SCHOOL BUILDINGS. Obviously, it is impossible to protect every crossing, but those closest to the school where the largest number of children cross intersections should be guarded by the school patrol members. To ascertain where school patrols should be placed and the number of patrolmen needed, the school principal and the teacher-sponsor should make a periodic survey of the crossings around the school. School traffic is usually dispersed at two or three blocks from the building. The use of patrols a greater distance from school is not effective.

TIME ON DUTY. It is essential that patrol members be on duty at all times while children are crossing streets or highways in going to and from school. The patrol members should reach their posts at least 15 minutes before the opening session of school in the morning and in the afternoon. They should remain on duty until the tardy bell. At dismissal they may be permitted to leave their classes a few minutes before the dismissal bell and should remain on duty until all pupils excepting stragglers have passed their posts.

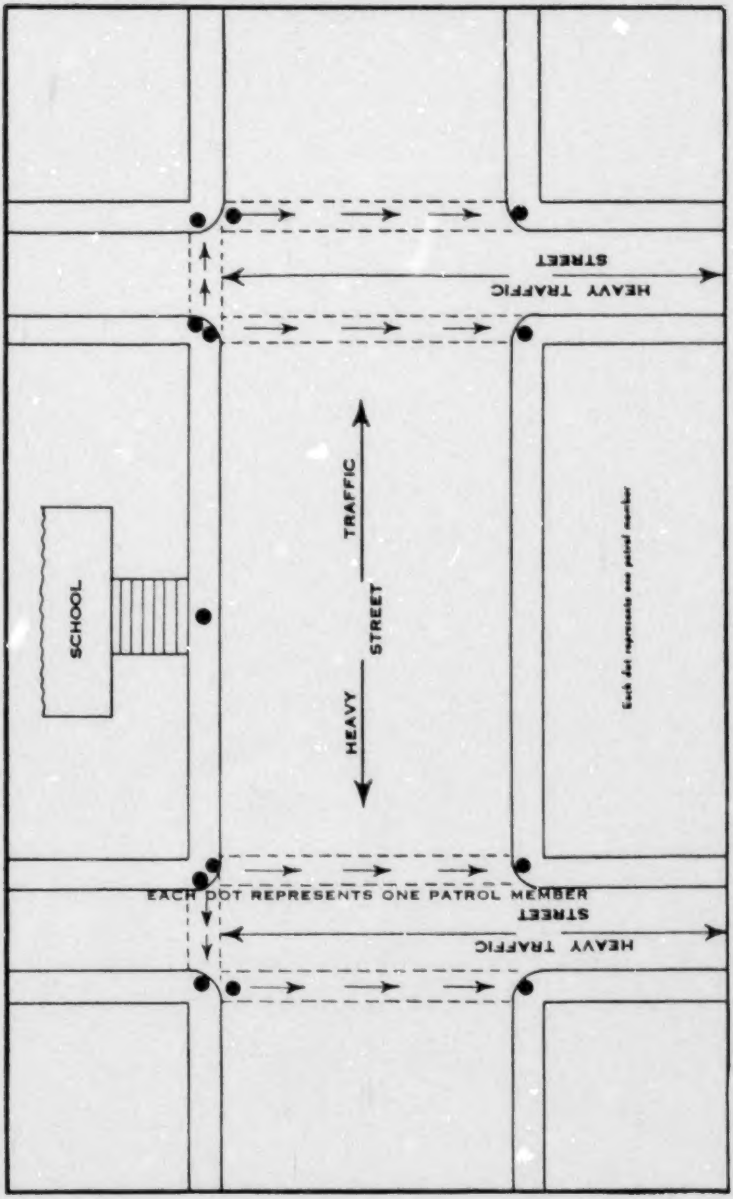


Figure 3—Diagram Showing Position of Patrols at Street Intersections

From the standpoint of efficient school safety patrol operation, it is preferable to dismiss all classes at the same time. If there are several dismissal times the size of the patrol should be increased and the groups rotated so that no one member will be absent too long from his class.

Usually where kindergarten pupils are dismissed at an earlier time than the main school body, a separate patrol is organized to assist these youngsters.

DUTIES OF TEACHER-SPONSOR

1. Have members of patrol selected according to school policy and procedure
2. Instruct officers and patrolmen in their duties and responsibilities.
3. Assume general responsibility for organization and operation of the patrol
4. Transmit reports and keep contact with cooperating agencies through proper channels
5. Aid in coordinating the safety education work of the school with other school activities
6. Test the patrol on general information concerning operation of safety patrols
7. Set up a program of recognition and motivation

DUTIES OF OFFICERS AND PATROL MEMBERS

1. The *captain* should place his patrolmen, see that they report for duty on time, and keep a record of their attendance. He should:
   a. Exercise authority over his patrol while on duty
   b. Report all offenders to teacher-sponsor
   c. Conduct daily inspection and make reports
   d. Report all accidents
2. The *lieutenant* should assist the captain and substitute for him in case of the captain's absence. Where there are two or more crossings to be patrolled, the captain or lieutenant should not be on duty at any one point, but should be free to visit and inspect each station to see that all members are on duty and working according to instructions. Other officers may be designated as necessity arises.

3. The *patrol members* should station themselves ON THE SIDEWALK near the curb, not in the street, and direct the children to cross the street or highway according to established procedure. They should safeguard the lives of all children by regulating the pedestrian traffic at their assigned station. They should report all irregularities and accidents and be alert and courteous.

INSIGNIA

The standard insignia for patrol members is a white Sam Browne belt made of two-inch material. It is to be worn over the outer garment at all times while on duty. Special badges for officers may be worn on the belt at right breast level. Auxiliary equipment, if any, should be standard throughout the community. Motorists agree that the Sam Browne belt is a very effective traffic warning. As such, it should never be worn under another garment.

BELT AND BADGE

IMPROVING VISIBILITY

The standard patrol identifying equipment is presumably adequate to attract the attention of the driver under normal conditions; however, hilltops, curves, foliage, inattentiveness of the driver, may prevent the driver from seeing the patrol member in time to insure a safe stop or to make any other driving adjustment which might be needed.

Under conditions where the patrol member cannot see at least as far away as the safe stopping distance for the legal speed at that location, one of the following procedures should be followed:

1. Select another location for the patrol-protected crossing.
2. If the selection of another crossing is not practicable, station an auxiliary patrol at the approach to the crossing so that he can be seen in time for the driver to make a safe stop or driving adjustment.
3. If it is not practicable to select another crossing or to use an auxiliary patrol member, the city traffic engineer's office or similar authority should be notified so that the city official may correct the situation by placing an effective signal or sign giving warning in advance of a school crossing to insure an adequate reduction of speed of approaching vehicles.

IMPROVING VISIBILITY—THE AUXILIARY PATROL

STORING AND CARE OF EQUIPMENT

CARE OF EQUIPMENT

Patrolmen should be instructed that equipment must be kept clean and the captains should check to see that the Sam Browne belts are kept sparkling white.

1. The belts should be washed regularly in warm water and soap chips. If belt is discolored, a small amount of bleaching solution should be added to the water and the belt allowed to soak for 10 to 15 minutes; this will usually bleach the belt. If the belt is still soiled, scrub it with a brush on flat surface. Drying in the sun will help restore its whiteness.

2. To conserve equipment further the patrol should be instructed to:

   - Wear belt only when on duty
   - Wash belt only when necessary. Never wash it in a washing machine

- Sew belt if it begins to rip or tear
- Affix badges to the belt and remove them only when the belt is being washed
- Prevent the bending of the pins or badges
- Hang patrol raincoats on hangers in a room or closet which has been provided for this purpose. In new building construction, plans should include a storage room easily accessible for the storage of all patrol equipment.
- Return the equipment to the captain or the teacher-sponsor when they leave the patrol, or when school closes for vacation.

NOTE:—The care of equipment during summer months is an important consideration. Adequate space free of dust, dampness, and excessive heat must be provided for the storage of all equipment.

SUGGESTED PLEDGE

I promise faithfully that as a member of the School Safety Patrol of .....School I will obey all safety rules and encourage others to do the same. I will do everything in my power to protect members of my school and other child pedestrians when they are crossing streets or highways at my post.

I further promise to wear my patrol insignia when on duty and to guide my own conduct toward traffic in such a manner as to set an example to all other children and to guard myself against accidents while on duty. I will be prompt and obedient; I will be loyal to my patrol, my school and my community.

MEMBERSHIP CARD

Each member of the school patrol should have in his possession at all times a card of identification properly signed by the principal.

THIS CERTIFIES THAT

.....

is a member of the

.....School Safety Patrol

School Year .....

.....

PRINCIPAL

GENERAL RULES FOR PATROL MEMBERS

1. Report to post on time and remain during the prescribed period, or until properly relieved.
2. Perform duties as outlined and do not exceed prescribed authority.
3. Wear patrol belt at all times while on duty.
4. Behave politely at all times.
5. Attend strictly to the task and do not permit attention to be diverted while on duty by any unnecessary conversation, by games or amusements, or by "horse-play."
6. Remain on the *curb—not in the street.*
7. Direct children—*not* vehicular traffic.
8. Know the simple rules of first aid, especially control of bleeding.
9. Notify teacher-sponsor in advance of anticipated absence.

REPORTS

The efficiency of a patrolman is measured by the absence of accidents and irregularities at his post. The captain of each patrol should be required to make a daily report of the patrol activities to his teacher-sponsor. Accidents to pupils in the area assigned to the patrolman should be reported. Such reports should be made to the captain, who will report them to the teacher-sponsor.

EMERGENCY

In the event of accident or emergency at the assigned post, the patrolman should observe the following directions:

1. Never leave his post. Dispatch messengers if possible to the school office, stating location, nature, and gravity of the accident.
2. Keep all pupils on the curb until victim has been removed or help has arrived.
3. If accident was caused by vehicle, obtain license number.
4. Follow best rules of first aid:
   a. Keep victim lying down.
   b. Keep patient warm.
   c. Send someone to school office to call for a physician or an ambulance.
   d. Do not move the injured person.
   e. Keep onlookers away.
   f. Avoid letting patient see his own injury.
5. Obtain name and address of victim.

SPECIAL TRAINING AT CAMPS OR CLINICS

The officers of a school patrol have a grave responsibility. The success or failure of the school patrol will depend largely upon the captain, the lieutenant, and other duly designated officers. Training for these leaders is provided in most schools by special meetings or clinics.

A plan rapidly gaining favor for providing special training to leaders is the Officers' Training Camp. Through community effort a camp is secured and the officers of every patrol of the public and parochial schools are sent to the camp for training. Expenses for the camp may be defrayed by the school board, parent-teacher associations, or other interested groups.

SCHOOL PATROL CAMP

The course of study at these camp-clinics may vary in length and should cover the following:

- Place of Patrol in School Safety
- Pedestrian Safety
- Duties of Patrol Members
- Care of Patrol Equipment
- Bicycle Safety
- First Aid

Examinations may be held at the end of the course and special metal safety badges awarded.

To make the program interesting as well as educational, recreation should be integrated with the camp program, including camp fires, games, stunts, and safety films.

CHAPTER III

Patrol Activities

The school patrol will be successful in direct proportion to its importance in the minds of parents, teachers, the student body, and the patrol members themselves. Behind every example of a smooth-working, efficient patrol will be found a wide program of activities carefully planned as part of the regular school program and designed to develop in the school and community the highest possible regard for patrol work. When such an attitude is developed, problems of selection, training, and operation of the school patrol are reduced to a minimum.

In general, activities designed to produce such attitudes may be grouped under the following headings:

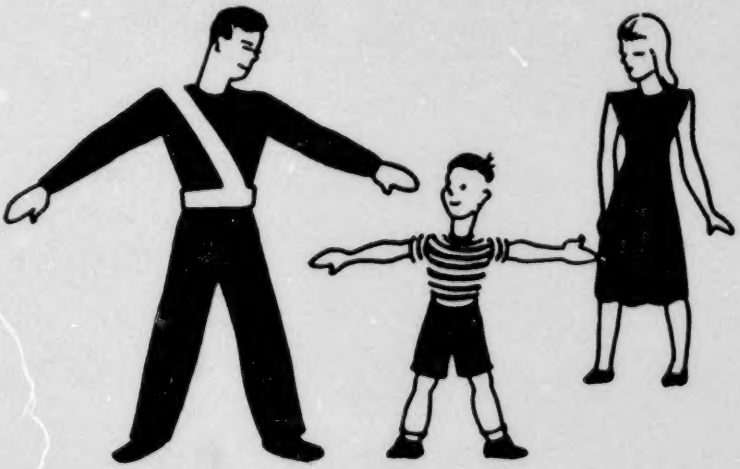
1. Status-producing activities—intended to raise the status of patrol members in the eyes of the student body.
2. Reward activities—intended for personal reward in the form of recognition and commendation.

STATUS-PRODUCING ACTIVITIES

1. *Installation ceremonies:* An impressive installation ceremony, either for the purpose of organizing a new patrol or initiating new members of an already functioning unit, ranks high on the list of status-producing activities. To be completely effective it should:
   - Be conducted before the entire student body with parents as invited guests.
   - Include at least one person of high standing in the community and others who would add dignity and importance to the ceremony.
   - Follow a ritual which should include repeating the safety patrol pledge of office (see page 21), the presentation of identification cards and the final "placing on" of the Sam Browne belts.

- Include local newspaper coverage with pictures if possible.
- Include some audience participation in the form of a safety pledge or song.

2. *A patrol-sponsored assembly* which takes the form of a play, a problem forum, or a traffic court.
3. *Patrol representation in student council* or other comparable student government activity.
4. *A safety patrol section in the school publication* with a patrol reporter.
5. *A safety patrol bulletin board* maintained by patrol members.
6. *A safety court*, primarily designed as a training medium rather than a punishing body. Strong teacher leadership is necessary for this type of activity.
7. *A training program for the lower grades* involving visits to homerooms by patrol boys for the purpose of emphasizing traffic safety. Such a program would include emphasis on safe walking habits tied in with a classroom project designed to establish the best route to school.
8. *School safety committee, council, or commission:* As one of the most functional parts of the school safety program the patrol



HELPING OTHERS—BIG BROTHER IDEA

organization should be tied in wherever possible with all phases of school safety.

A safety committee composed of patrol, homeroom, and faculty representatives gives direction to the whole safety program.

9. *Patrol Meetings:* Regular meetings are effective only when well planned and purposeful. The meetings should include training and study sessions with occasional entertainment. An occasional special guest will add variety. Meeting dates and subjects should be planned for the full semester and posted well in advance. It is advantageous to hold these meetings on school time, if possible.

10. *Accident reporting and record keeping* is an important part of every safety program. Whole programs have been built around the incidence of accidents. Pride in a good record works to the advantage of students and patrol members.

SUGGESTED ACCIDENT REPORT

PATROL MEMBER ..... DATE .....

NAME OF PUPIL INJURED ..... GRADE .....

SCHOOL .....

WHERE ACCIDENT OCCURRED .....

CAUSE OF ACCIDENT: .....

.....

.....

Witness .....

Witness .....

11. A successful patrol depends a great deal upon *a system of apprenticeship.* The "buddy system" wherein a regular member trains a new member may be used not only to train prospective members but also to screen undesirables. Under such an arrangement patrol boys or girls may be used to "spot" prospective members.

12. *Parades.* Special patrol parades or local parades in which schools are invited to participate bring patrol activity before the public. Competition may be introduced to add further interest.

13. Depending upon local conditions, patrol members may be assigned to *special duties*, such as:

- Fire drill aides—assisting with physically handicapped, heart cases, etc.
- Ushers at evening and special meetings
- Acting as guides for visitors
- Special messenger service
- Assignment to Damage Control Squads and First Aid Teams
- Assignment to patrol play areas

ADMISSION TO STADIUM OR MOTION PICTURE THEATER AS RECOGNITION OF SAFETY PATROL SERVICE

REWARD ACTIVITIES

The idealist would say that service to others is reward enough in itself. While a good patrol sponsor emphasizes this character-building phase, he nevertheless knows that the desire for concrete evidence of adult appreciation is a very human characteristic not to be overlooked as a strong motivating factor. So long as it is primarily intended and regulated as a reward for a good work rather than a bribe, a personal award will serve a very definite purpose. Awards will fall into two groups: those given to individuals in the form of certificates and badges, and those which involve special group privileges.

Consideration should be given to the following:

1. *Individual awards:* badges and certificates.
   - At least one award should be in the form of a certificate of merit for every member who has given satisfactory service.
   - Patrol members should be given all or most of the responsibility for the selection of candidates for individual awards, with the advice of the sponsor.
   - The program of awards should be continuous and should include those sponsored by community groups interested in safety.
2. *Group awards:* Group awards are more acceptable than the individual type for the obvious reason that the selection of one individual over another with equal responsibility can easily lead to friction among patrol members. Group awards on the other hand tend to develop a sense of unity and loyalty which makes for good inter-patrol relations.
   - Free movies: Many local theater owners are willing to sponsor a Patrol Day during which patrol boys and girls, upon submitting proper identification, are admitted free of charge.
   - Special trips and picnics: Practically every community has its local park or recreation center. PTA and other groups may wish to sponsor a picnic. In larger communities or cities involving a large school district, local safety organizations have been known to sponsor a free patrol picnic. Automobile clubs and service clubs sponsor local and national rallies.

3. *Special recreation or play periods:* Where conditions permit, schools may arrange extra recreation periods during or after school.

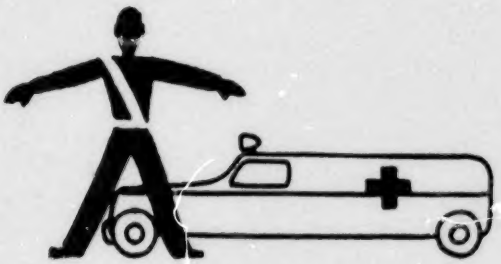
4. *Ball games:* In areas where professional baseball is played, owners may be prevailed upon to sponsor a patrol day with free admission and a special program. Free admission to all local high school athletic events is quite a common practice.

5. *Athletic teams:* Where the patrol group is large enough, patrol members may organize teams in the various popular sports. Such teams may enter into competition with other local school teams.

6. *Service clubs:* Service clubs can be depended upon for help. A banquet and entertainment program is a much appreciated treat.

7. *Field trips:* Special trips to points of local interest are stimulating. Such trips might include radio and television studios with actual participation of patrol members; the museum and zoo make interesting side trips.

8. *Play days:* In communities consisting of several schools, play days may be arranged. Patrol boys and girls from all schools meet for a program of special group games, followed by refreshments.



CHAPTER IV

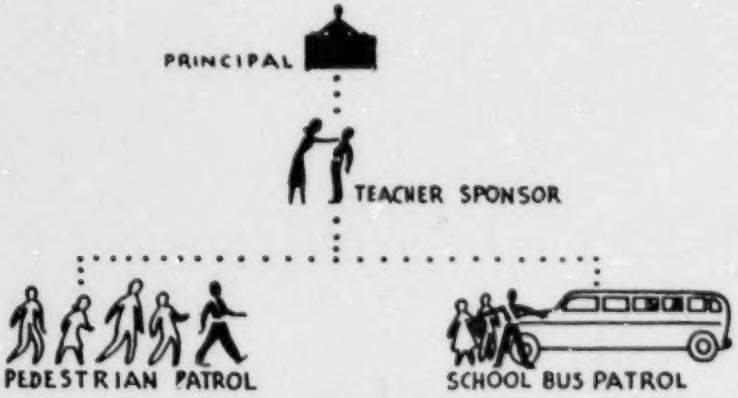
Rural Safety Patrols

In rural Pennsylvania there are two groups of children attending school: those that live near enough to the school to walk, and those that ride to school on buses. The Rural Safety Patrol should be organized to take care of both of these groups by having one patrol under one supervisor divided into the Pedestrian Safety Patrol and the School Bus Safety Patrol.

PEDESTRIAN SAFETY PATROL

The selection and organization of the Pedestrian Patrol will follow the standards set up in Chapter III of this bulletin. However, the pedestrian patrol members should be selected from those pupils that walk to school.

Where the school is located on a dangerous highway, patrol members should be stationed at points where it is necessary for children to cross the highway. Patrol members should warn children to cross the highway only when a patrolman signals that the highway is free from oncoming traffic.



Where several children are required to walk for some distance along a highway, they should be accompanied by a patrolman going to the end of the route. He should see that the children walk in single file off the left side of the highway wherever practicable, facing traffic, with the patrolman in the lead. When the patrolman sees a car approaching he should warn the children of it. On a two-lane highway the children should step off the hard surface until the car has passed. If this is impracticable, they should stand still on the edge of the highway until the car has passed. On a four-lane highway when two cars approach abreast, the children should step off the hard surface until both cars have passed. The patrolman for this duty should be one who lives near the end of the route so that he can see most of the children home.

If in the opinion of the school authorities a hazardous condition exists on a highway in the vicinity of a school building, the condition should be brought to the attention of the proper officials of the local township. These officials can then determine whether or not it is their responsibility to correct this condition. It is the prerogative of the local officials to determine whether the approval of the Secretary of Highways is required before a restriction can be enforced.

Pedestal type signs which have been placed temporarily in the center of a highway at or near school buildings are not officially approved signs.

CHILDREN WALKING ALONG THE HIGHWAY WITH THE PATROLMAN IN THE LEAD—LEFT SIDE, FACING TRAFFIC

It is desirable not only to instruct the patrol members concerning their duties, but also to educate the children concerning their responsibilities as pedestrians. Such instruction should include the following rules for pedestrian safety:

1. Always walk on the left side of the road facing oncoming traffic, off the road if practicable.
2. Always walk in single file when walking along the highway with other children.
3. NEVER ASK FOR OR ACCEPT RIDES FROM STRANGERS.
4. When walking along the highway at night, wear light clothing and carry a flashlight.
5. Do not tussle with your playmates on the way to and from school.

SCHOOL BUS PATROL

In Pennsylvania there are approximately 1,000,000 pupils transported to and from school each day on 12,000 buses. The school official should accept the responsibility for adequate bus supervision while children are en route to and from school.

The following provisions are made regarding School Bus Safety Requirements in Section 840, subsection (b), paragraphs (10) and (11) of The Vehicle Code:

- Every school district transporting pupils by school bus shall establish and maintain loading zones at or near all schools to or from which pupils are transported, and shall establish school bus loading zones along the highways traversed by school buses.
- Such loading zones shall be located off the travelable portion of the highway wherever practicable. The Secretary of Highways with respect to State highways and local authorities with respect to highways under their jurisdiction, shall have the authority to determine if any school bus loading zone established as herein provided is hazardous to any other users of the highway, and if he or they so find, he or they may discontinue the same or cause it to be relocated to a point where such hazard will be eliminated.

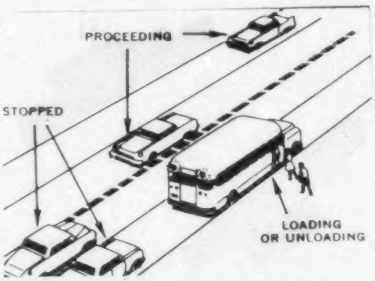
- Whenever school bus loading zones have been established at or near a school or along a highway, it shall be unlawful for a school bus operator to stop his bus to pick up or discharge pupils at any location other than at such loading zones.

- Penalty: Fine, $25; Imprisonment, not more than 10 days.

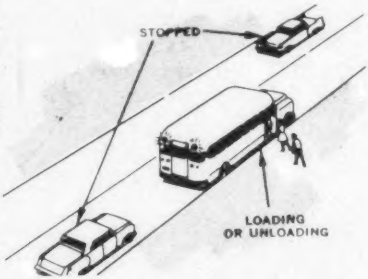
NOTE:—Children should be familiar with the established loading zone to and from which they will be transported. They should be instructed to be on time and to wait at the loading zone well back from the travelable portion of the road until the bus arrives. The law states that the bus driver shall not pick up the children or discharge them at any other point except the established loading zone.

The following illustrations depict the requirements for passing a school bus:

The driver of a vehicle approaching the front or rear of a stationary school bus, upon any highway or street outside of a business or residential district, when the bus is receiving or discharging pupils, shall stop at least ten feet from the bus, and remain there, until the bus resumes motion or the bus operator signals him to proceed.

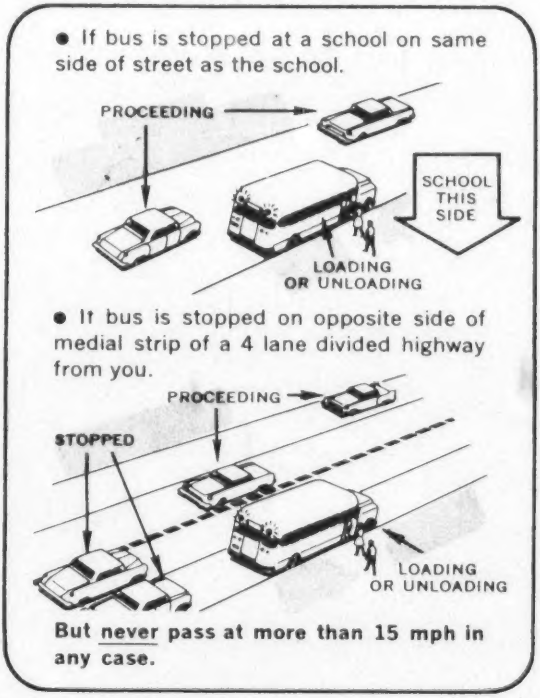


- When you are traveling in the same direction as the bus on a highway with a medial barrier.



- Regardless of the direction you are traveling on a highway with no medial barrier.

Exception: **YOU MAY PASS A STOPPED SCHOOL BUS ONLY:**


• If bus is stopped at a school on same side of street as the school.
PROCEEDING
SCHOOL THIS SIDE
LOADING OR UNLOADING
• If bus is stopped on opposite side of medial strip of a 4 lane divided highway from you.
PROCEEDING
STOPPED
LOADING OR UNLOADING
But never pass at more than 15 mph in any case.

RELATION OF SCHOOL BUS PATROL TO SCHOOL BUS DRIVER

The school bus patrol can be very helpful in maintaining order and preventing accidents on buses and to bus riders crossing highways. The purpose of the school bus patrol is to assist the bus driver. It will in no way change or remove the bus driver's responsibility for conveying the children to and from school safely.

It is advisable to have the school bus driver present at the organization meeting of the school bus patrol. The bus driver should be familiar with all rules and regulations governing the duties and functions of patrol members. When it appears that the patrol members are having difficulty carrying out such duties, the driver should promptly give necessary assistance.

SELECTION AND ORGANIZATION OF SCHOOL BUS PATROL

The selection and organization of the School Bus Patrol will follow the standards as set up in Chapter III of this bulletin. The School Bus Patrol member must ride to school in a bus; and he should live near the beginning of the route of that bus so that he will be on duty for the entire trip.

One or two patrol members may be appointed for each bus, depending upon its size. When two are on duty, one should be at the rear of the bus and one at the front.

DUTIES OF THE FRONT SCHOOL BUS PATROL MEMBER

The duties of the Front Bus Patrol Member shall be as follows:

1. Sit in the front seat of the bus and dismount at all regular stops to assist children entering and leaving the bus.
2. At school bus stop sign, see that the children are lined up off the highway.
3. If the children must cross the highway, look both ways for approaching vehicles. The bus driver also watches for approaching cars. After it has been determined that the highway is clear or that traffic from both directions has stopped for the school bus, the bus driver signals the patrolman that it is safe to cross. The patrol member then signals the pupils across the highway.
4. Upon arrival at school, the patrolman is first off the bus, taking a station beside and facing the bus and lending assistance to dismounting pupils.
5. If the children must cross the road at the school, the patrolman stands in line with the left front fender of the bus, and motions for the children to cross when there is a lull in traffic.
6. At unprotected railroad crossings it will be the bus driver's responsibility to see that the way is clear before crossing the tracks.
7. The school should make special provisions to take care of the handicapped child.

DUTIES OF REAR SCHOOL BUS PATROL MEMBER

The duties of the Rear Patrol Member shall be as follows:

1. When school is dismissed, enter the bus first, taking station at the rear of the bus.

2. Make sure that all children are seated before the bus starts. It is usually advisable to have the pupils occupy assigned seats.
3. Act as a monitor, helping to preserve order en route.
4. See that the aisle is kept clear of books, lunches, etc.
5. See that the children do not forget their belongings when leaving the bus.
6. Assist the bus driver in checking attendance.
7. Aid the bus driver in the use of the emergency door if this ever becomes necessary.
8. Help the bus driver in the monthly emergency exit practice.
9. Report immediately to the bus driver any damage to the bus by a bus rider.
10. Report to the bus driver any who refuse to cooperate.

In a small bus where there is only one patrol member, he or she shall assume the duties for the entire bus.

RULES FOR SCHOOL BUS PASSENGERS

Education of the bus passengers is necessary in order to operate an efficient School Bus Patrol. The rules for a courteous and safe bus passenger are as follows:

1. Wait for the bus to come to full stop before attempting to get on the bus, or before getting out of the seat to get off the bus.
2. Never tamper with the bus or any of its equipment.
3. Do not talk to the bus driver while the bus is in motion.
4. Do not spit or throw trash around the bus.
5. Never tamper with the windows. Never put hands, arms, or any part of the body out of the window.
6. Report to the bus driver immediately any damage that has been done.
7. Always obey and cooperate with the bus driver and the bus patrol.
8. When getting off the bus to cross the highway, always cross in front of the bus.
9. Wait to cross the street or highway until patrolman has signaled the way.
10. Do not play games on the highway while waiting for the bus.
11. If there is room, stand back far enough so that the bus may pull off the highway at the bus stop to receive passengers.

• The sponsor should ride over the bus route occasionally to check the operation of the School Bus Patrol.

CHAPTER V

Recurring Patrol Problems

Patrol sponsors at all grade levels are faced with a number of recurring problems in the management of their patrols. A few of these common problems and some suggested means of solution are indicated below:

MAINTAINING PROPER RELATIONS BETWEEN PATROL MEMBERS AND THE STUDENT BODY

Respect for the safety patrol as an organized group depends largely upon the balance existing between the development of patrol status and the prevention of undue use of authority on the part of the patrol as a group or of its members as individuals. The teacher-sponsor must work to develop proper attitudes in the members of the patrol and the student body as a whole. Means to develop such safety attitudes and proper relationships should be sought and used as a regular part of the training program.

The ability to get along with other pupils is a very important characteristic of a good patrol member. A probationary period of service has proved helpful in many schools to determine a candidate's aptitude for patrol responsibility. Specific training is essential in regard to purposes, duties, and attitudes for all patrol members. Free discussion of patrol problems by all concerned—patrol members, students, teachers, administrators, and parents—should be a means to evaluate procedures with a view toward improvements.

Staff, patrol members, and student body must be realistic in relation to limitations of patrol efforts toward perfection. Often patrol members become discouraged when others fail to cooperate sufficiently with them. Nevertheless, if stress is placed on improvement of patrol activities, the efforts of the patrol will be in the right direction.

MINIMIZING PLAY WHILE ON DUTY

The problem of patrol members' playing when on duty is a frequent and serious one. Pupils and the public are quick to notice any lack of seriousness of purpose in patrol performance. Laxness is an undesirable quality in any patrol and must be guarded against continually.

The teacher-sponsor must see that the patrol is selected carefully from among the relatively mature students of the school. Adequate instruction emphasizing responsibility and performance of duty must be given. The morale of the patrol must be maintained through a large variety of procedures and activities. A word of praise, or other recognition for proper performance of duty should be given when deserved.

It is, of course, a part of child nature to want to play. Children need to play—but not on patrol duty. The teacher-sponsor must provide opportunities for expression of this natural urge through many off-duty outlets and status-producing activities. Service on the patrol should be recognized, and suitable rewards should be provided.

LOSS OF INTEREST

The occasional loss of interest of an individual member of the patrol may be expected. However, if there is evident a general lack of interest then something is radically wrong. Prompt action is needed to determine the cause or causes. Often loss of interest on the part of patrol members can be found in such factors as inadequate sponsorship, ineffective selection or instruction of patrol officers and members, insufficient status-producing activities and acknowledgments. The cause or causes must be found and an appropriate remedy applied, if the *esprit de corps* of the patrol is to be maintained or improved.

When loss of interest is an individual matter, the patrol member involved should be studied to determine the reason. An unwillingness to assume the responsibility for "a man's size" job, inability to see the job through, loss of play opportunities, and many other factors may be the cause. In such instances an adjustment needs to be made that best meets the development of the individual and the patrol as a whole. Removal from the patrol, at least temporarily, may be required in difficult cases.

USING PUPILS OF QUESTIONABLE BEHAVIOR

The effectiveness of a patrol depends in large measure on the quality of its members. The requirements for patrol membership, however, should not be so rigid as to prevent the selection of certain pupils whose behavior record is questionable in some respects. Membership on the patrol can serve as a powerful incentive to the development of fine character and worthy citizenship, and it is the responsibility of the teacher-sponsor to recommend, after careful study of individual pupils, only those who can profit by patrol activities.

KEEPING PATROL MEMBERS ON THE CURB

It is important that the safety of the patrol member be considered as well as that of all other pupils. Safety patrol members must remain on the curb, controlling pupil traffic, *not vehicular traffic*. The problem of keeping patrol members on the curb recurs constantly.

A patrol member may step into the street for some reason which seems proper to him at the time. Sometimes this results from faulty reasoning or from placing a distorted value on some one factor. By discussing the problem with the patrol member, it is possible to learn his reasoning; then it is a simple matter to set him straight.

When a patrol member willfully disobeys established patrol procedures or standards, it becomes a serious matter. In the event further instruction fails, it may be necessary to suspend or remove the individual from the patrol.

In connection with the problem of keeping patrol members always on the curb, it is very important that obstructions to good vision, including parked cars, be eliminated as quickly as possible. The police can often be of real service in solving such a problem. (See discussion on pages 14 and 15.)

SECURING COOPERATION OF OLDER PUPILS AND VIOLATORS OF SAFETY RULES

Many of the problems with older pupils or other violators are avoided when an enthusiastic and sincere patrol sponsor works with the patrol while it is actually on duty. The presence of the teacher-sponsor and occasionally the principal will usually prevent lack of cooperation by older students or other violators.

A tendency of pupils to fail in cooperating with the patrol requires careful study. Both immediate and long-range measures may be needed to correct the situation. A general plea to the older student body, either at a school assembly or through the school paper, may help. One of the most easily applied approaches is probably that of appealing to the sportsmanship and pride of the older pupils, pointing out that younger children tend to emulate their example—good or bad. In some cases sterner measures may be needed, but these should be used only as a last resort. Violations by adults should be handled by the patrol sponsor or by a police officer.

Everything possible should be done to maintain the morale of the patrol. Both school and public recognition should be given when it is deserved. A patrol doing a good job that becomes properly recognized is less likely to have trouble with older students and adults.

RELATION OF PROMPT DISMISSAL TO DUTIES OF SCHOOL PATROL

Stragglers coming out of school after dismissal make the work of the patrol more arduous and the job of the police officer more difficult.

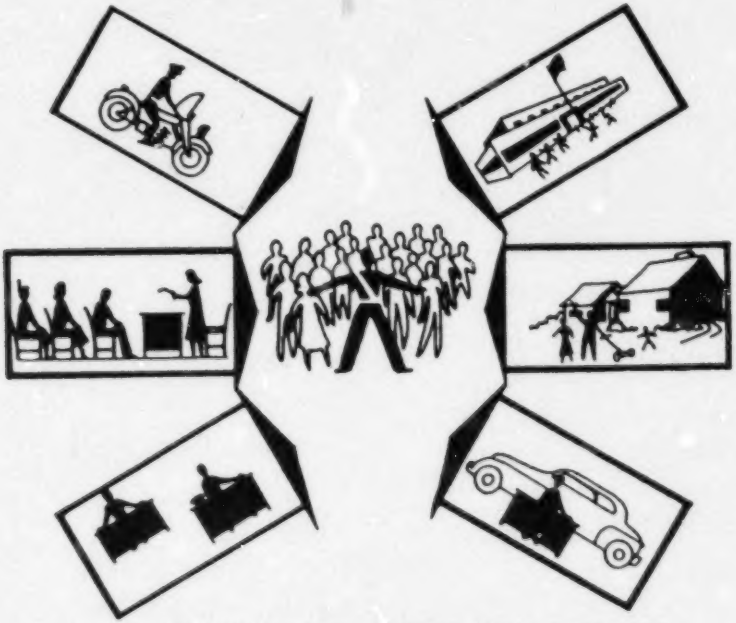
There should be more attention given to prompt dismissal so that children can clear the intersections around the school in the least possible time. Administrators and teachers should cooperate in this matter to the fullest extent conditions will allow.

CHAPTER VI

Community Cooperation

Safety Education is primarily a community responsibility, with the school as the pivotal point. The school, with its definite planned program begun in the kindergarten, and carried consistently through the grades and high school, is in a particularly advantageous position to instill safety knowledge, proper attitudes, and safe practices in the pupils.

Since the successful operation of safety education must be a shared responsibility, it is necessary to secure the cooperation of many agencies. School patrols can be used to promote cooperative relationships between the school system and the home, and the local and State police, automobile clubs, fraternal and social organizations, parent-teacher associations, and many others.



SHARING OF RESPONSIBILITY—SCHOOL, HOME, COMMUNITY

Cooperation with these agencies often requires agreement on such matters as publicity, advertising, training of patrol members, financing and supervision. The school cannot surrender its legal educational obligations and duties but it can enrich its school patrol program by drawing upon the know-how available in these groups.

COOPERATION OF LOCAL AND STATE POLICE

It may be desirable to arrange with the police department to have police patrolmen assist the school safety patrol sponsor in instructing and training the members of the patrol, and render other assistance as the occasion arises. Police leaders realize the value of effective patrols and generally give them active support. Depending upon local conditions, the police can help in many practical ways.

Whenever possible, in rural areas where local police are not available, the services of the State Police should be utilized. The State Police have officers with equipment and films, available to show safety films to students and other interested groups. For information get in touch with the Troop Commander of the Pennsylvania State Police in your area. The State Police also have available from time to time novelty programs on safety education. For information, contact the Commissioner of the Pennsylvania State Police, Harrisburg.

COOPERATION OF COMMUNITY AGENCIES

Automobile clubs, service clubs, social and fraternal organizations, newspapers, radio and television stations often welcome the opportunity to cooperate with school patrol activities. These groups may be used to inform the general public of patrol activities and to appeal for community cooperation. A request for safety in connection with the street safety patrols may have a wholesome effect upon automobile driving and pedestrian habits of the youth and adults of the community. The concerted action of the school and the various organizations will assist in making the work of the schools more effective.

Eternal vigilance is the price of safety as well as liberty. We must educate the boys and girls of today to be prepared for changes in their environment tomorrow. The job cannot be accomplished by the school alone, but it can be brought to fulfillment by the coordination of all the civic and social resources available in the community.

APPENDIX

CHECK LIST FOR EVALUATION OF SCHOOL PATROLS

Effective School Patrols aid in achieving the general purpose of Highway Safety Education

YES	NO		
_____	_____	1.	Each building in the school district has a well-organized Safety Patrol.
_____	_____	2.	Adequate faculty supervision is given to the Safety Patrol.
_____	_____	3.	The Safety Patrol is made up of pupils above the fourth grade.
_____	_____	4.	Patrol members are selected on the basis of leadership and reliability.
_____	_____	5.	Patrols stand at designated curb areas to assist pupils in crossing.
_____	_____	6.	Special courses of instruction on duties are given to all pupils serving on the Safety Patrol.
_____	_____	7.	School recognition is given pupils serving on the Safety Patrol.
_____	_____	8.	Both boys and girls serve on the Safety Patrol.
_____	_____	9.	Each school system sets up its own procedures for controlling violations.
_____	_____	10.	Safety Patrols assist in loading, unloading, and keeping order on school buses.
_____	_____	11.	The standard insignia are worn by patrol members while on duty.
_____	_____	12.	Parents or guardians are required to give written consent before any pupil is permitted to serve as a member of a Safety Patrol.
_____	_____	13.	Where conditions are hazardous, patrol members and/or police are stationed on opposite curbs of the thoroughfare.
_____	_____	14.	Patrol members are on duty at least 15 minutes before the opening of school and remain on duty until the scheduled time for the opening of the school day.
_____	_____	15.	The Safety Patrol members are furnished with adequate equipment to protect their health in all kinds of weather.
_____	_____	16.	The School Safety Patrol not only helps at intersections but is given other assignments where the safety of pupils is involved.
_____	_____	17.	The school welcomes cooperation by police and other community agencies in organizing and directing the Safety Patrol.
_____	_____	18.	At least one faculty meeting is devoted to School Patrols each year.
_____	_____	19.	The Safety Patrols, traffic lights, street markings, and other protective measures are periodically checked so that they offer the proper protection to those who are on their way to or from school, and insure proper operation as safety devices for pupils and others.

SOURCES OF REFERENCE MATERIAL CONCERNING SCHOOL PATROLS

Much up-to-date supplementary material may be obtained from the following agencies:

American Automobile Association
1712 G Street, N.W.
Washington, D. C. 20006

National Safety Council
425 North Michigan Avenue
Chicago, Illinois 60611

National Commission on Safety Education
National Education Association
1201 Sixteenth Street, N.W.
Washington, D. C. 20036

National Congress of Parents and Teachers
600 South Michigan Boulevard
Chicago, Illinois 60605

Pennsylvania Army of Student Patrols

How many? ..... Table I
What are their ages? ..... Table II
How many serve daily? ..... Table III

Source:

OUR SCHOOLS AND COLLEGES TODAY

Statistics on Pennsylvania's Public Elementary School Systems, 1962-63
February 15, 1963

1. Daily Safety Patrol Membership (average)
   About 21,000 youngsters or 1.8 percent of the public elementary school students.

2. During the school year about 104,000 public elementary school youngsters participate in school safety patrols. (8.9% of enrollment)

Table I

Approximate Number of Pupils Participating in the Safety Patrol Program During the School Year By the Size of the Elementary School System

No. of Pupils Participating	Enrollment of Elementary School System								
	0-499	500-999	1000-1499	1500-1999	2000-2499	2500-2999	3000-3499	3500-3999	4000 & Over
300 or More ...	2	4		1		2	2		21
200-299	2	1	4	3	3	3	4	3	1
150-199	1	2	9	5	10	4	2		
125-149	1	3	8	9	5				
100-124		6	14	7	6	4	1		2
75- 99	3	14	20	9	4	2	2	1	
50- 74	11	36	27	12	10	1	1	1	2
25- 49	57	62	47	14	2	1	1	1	1
0- 24	114*	51	15	6	2	2	1		
None	97	62	20	9	2			1	
TOTAL	288	241	164	75	44	19	14	7	27

* Read thus: There are 114 elementary school systems with an enrollment of 0-499 pupils that have 0-24 students participating in safety patrol work annually.

Source: PIR-4, Bureau of Research, 1962

Table II

Age Range of Safety Patrol Members in Elementary School Systems
Administrative Units and Age Range of Safety Patrol Membership

Low Ages	High Ages 8	9	10	11	12	13	14	15	16	17
7					1					
8			1	2	5	3	4	1		
9			4	15	40*	16	4	1	1	
10			3	34	182	55	20	7	2	2
11				39	104	62	8	3	2	
12					17	9	16	8		3
13						5	1	1	1	1
14							3			1

* Read thus: There are 40 elementary school systems whose safety patrol members range from 9 to 12 years of age.

Source: PIR-4, Bureau of Research, 1962

Table III

Average Daily Safety Patrol Membership
By the Size of the Elementary School System

No. of Pupils Participating	Enrollment of Elementary School System								
	0-499	500-999	1000-1499	1500-1999	2000-2499	2500-2999	3000-3499	3500-3999	4000 & Over
70 & Over ...			17	14	15	10	9	2	21
60-69		5	5	7	5	2	1		
50-59		5	6	4	4	1			1
40-49	3	18	13	10	5	1	1	1	1
30-39	7	20	26	10	5		1		2
20-29	26	38	33	8	4	2	1	1	
10-19	73	53	29	12	3	1	1	1	2
1- 9	84*	40	16	1	1	2		1	
None	95	62	19	9	2			1	
TOTAL ...	288	241	164	75	44	19	14	7	27

* Read thus: There are 84 elementary school systems with an enrollment of 0-499 pupils that have an average daily patrol membership of 1 to 9 members.

Source: PIR-4, Bureau of Research, 1962

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